

Appendix 8

Provision of New Pathways Policy

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2017 Version 1.0



1 Purpose

Hobsons Bay City Council is committed to providing a safe, accessible and integrated network of pathways within the municipality. The provision of pathways must meet the needs of people who live and work in the municipality, people and bodies who are ratepayers of the municipality and people and bodies who conduct activities in the municipality.

The purpose of this Policy is to –

- a) Provide a strategic and procedural framework to assist Council in making decisions for the provision of new pathways in the municipality (in the wider context of Council's responsibility to provide for a safe and accessible integrated network of pathways within the City)
- b) Assist the local community to understand the considerations which inform the decisions of Council to provide new pathways in the municipality

2 Background

Hobsons Bay has the challenge of managing an estimated 780kms of pathways with an estimated replacement value of \$97 million. These pathways include 630 kilometres of footpaths in the road reserve, 100 kilometres in parks and open spaces and 50 kilometres of shared trails.

In addition, Hobsons Bay acknowledges its role in providing new pathways that improve community safety and provide connectivity and access to assets and services, facilities, open spaces, playgrounds and activity centres.

The provision of new pathways achieves the following goals and strategic objectives of the Hobsons Bay 2030 Community Vision, the Council Plan 2017-21, the Disability Access and Inclusion Strategy and the Universal Design Policy:

Hobsons Bay 2030 Community Vision

Priority two: community wellbeing and inter-connection

Priority six: an accessible and connected community

Council Plan 2017-21

Goal 1: An inclusive and healthy community - enhancing the health and quality of life of the community through the equitable provision of quality services and opportunities for greater wellbeing.

Goal 2: A great place - ensure Hobsons Bay is a vibrant place to live, work and visit.

Goal 3: A well designed, maintained and environmentally sustainable place - manage future growth and development to ensure it is well designed and accessible whilst protecting our natural and built environments.

Goal 4: A Council of excellence - be a leading and skilled Council that is responsible, innovative and engaging in order to deliver excellence in all we do.

Disability Access and Inclusion Strategy 2013-17

Council has committed to work towards achieving a fully accessible and inclusive municipality where all residents, regardless of their ability can reach their full potential and lead fulfilling lives. This policy aligns with the following strategic direction and commitment.

Strategic Direction 1: Access to Places and Spaces

Commitment: Improving accessibility of the built (including housing) and natural environment beyond minimal accessibility compliance requirements.

Universal Design Policy Statement 2017

Council's Universal Design Policy Statement aims to achieve an inclusive municipality via including Universal Design Principles within Council buildings, infrastructure, features and open spaces within the public realm.

Integrated Transport Plan 2017-30

The provision of new footpaths also contributes to the implementation of the Integrated Transport Plan (ITP) 2017-30 (under development), specifically

Strategic Direction N1: deliver and advocate for safe, connected and accessible walking and cycling infrastructure.

A key action within the ITP is to 'develop a policy for the provision of new footpaths'.

3 Scope

This policy document will apply to the provision of all "new" pathways within the municipality to be owned and maintained by Council. In the context of this policy new pathways include footpaths and shared trails within the road reserve, parks and open spaces, along the foreshore, and developer constructed vested in Council. These pathways will be recorded on Council's asset register with a useful life, owned and maintained by Council.

This policy applies to all councillors, council staff, residents, general community and interest groups, contractors, service authorities, business community, state government and agencies, asset users, asset managers, service managers and maintenance managers

4 Definitions

The following definitions apply to this Policy:-

Pathway means an area constructed or developed by or on behalf of Council open to the public that is designed for use by pedestrians of all abilities (including people walking, using mobility aids or a wheeled device such as a skateboard, pram, rollerblades, wheelchair or motorised scooter as well as bicycles). This includes footpaths and shared trails.

Footpath means an area constructed and open to the public that is designed for, or has one of its main uses, use by pedestrians of all abilities and also children under 12 years old who ride bicycles on the footpath.

Shared trail means an area constructed and open to the public (except a separated footpath) that is designated for, or has as one of its main uses, use by both the riders of bicycles and pedestrians of all abilities.

Nature strip means the area between a property boundary and the kerb on one or both sides of the road, and includes the footpath and vehicle access crossing to the property

Road Pavement means the sealed area (generally asphalt) between the two kerb lines (or edge strips) intended for the movement of vehicles

Road Reserve means all of the area of land that is between the property boundaries and contains the road pavement, footpath, nature strip. This land is Council land.

Connective Link means a pathway that provides a link to other pathways to continue, or complete, a circuit of continuous pathways within an area

Essential Link means a pathway which is required to enable pedestrians of all abilities and cyclists movement between two or more pathways leading to essential services, activity areas, facilities, open spaces, playgrounds and other assets.

5 Policy

Council acknowledges its role in providing and maintaining community infrastructure in the municipality, and confirms its commitment to provide a safe, convenient and accessible integrated network of pathways throughout the municipality.

In doing so, Council seeks to –

- a) Offer residents and ratepayers (and the public generally) with the opportunity of safe, healthy and convenient pedestrian travel (including people walking, using a bicycle, mobility aids, or a wheeled device such as a skateboard, pram, rollerblades, wheelchair or motorised scooter)
- b) Create amenity and access to community facilities and services, public open space, activity centres, playgrounds, schools, sporting facilities and transport stops throughout the municipality
- c) Provide safe and accessible access for people with a disability or other mobility requirement
- d) Prioritise an evidence-based strategic network planning approach to deliver improved local walking and cycling networks

- e) Maximise access to existing footpath and shared trail networks by addressing infrastructure gaps, maintaining pathways and introducing supporting elements, e.g. lighting, shade, way finding
- f) Provide connectivity and a linked network of pathways to discourage or eliminate the need for persons to walk on or along a road
- g) Provide for safe and convenient access for postal delivery to letterboxes on the boundaries of properties
- h) Implement evidenced based decision making justified by pedestrian and traffic survey information with consideration of the environment, social, economic and community benefits.
- i) Communicate and engage with the community about the reasons for, benefits of and the impacts of new pathways or new pathway construction on their local street and their local area.
- j) These principles are consistent with those outlined in the Integrated Transport Plan 2017-30, namely integration, equity, efficiency, sustainability and innovation.

Planning and Site Selection for the Provision of New Pathways

The following protocol and principals are considered during the selection process of roads and streets for the provision of new pathways:-

- a) Asset user requirements to determine the specification details such as minimum widths, DDA requirements, surface types and universal design principles
- b) Priority is given to establishing linkages within the existing pathways network to improve the accessibility and safety across the network where practical.
- c) An assessment of traffic and pedestrian surveys (origin and destination and volume surveys) to determine current usage volumes, routes and patterns and associated user risks as a consequence of having no pathway.
- d) A new path will be constructed where required and justified to ensure the safety of all pathway and road users.
- e) A new path will be constructed if the surveys indicate a wider user group requiring a new path and it constitutes a strategic route and essential link providing connectivity and access to key destinations such as schools, activity centres, playgrounds, sporting facilities, bus stops and transport nodes, open spaces and other facilities.
- f) The proximity of the proposed new pathway to residences and the impacts on resident privacy. Council will work with the residents to minimize any privacy concerns they may have. In cases where the proposed new path is very close to the residence ie 1 to 2

meters from the building, then the path maybe offset at an adequate distance away from the residence if feasible.

- g) The impacts a new construction will have on established resident landscaped frontages and onsite parking. A footpath will be provided in cases where there is a broader community benefit or wider community group requiring the path that constitutes a strategic route providing connectivity and access to schools, activity centres, assets and facilities. This will ensure community safety and compliance with legislation such as The Disability Discrimination Act 1992 (DDA).
- h) Site constraints including the extent and cost of underground service relocation. The provision of a pathway will be determined on a case by case where significant costs are required to relocate services.
- i) An area of high demand (such as a worn track along an existing verge) subject to a risk analysis being completed and satisfying the above criteria.

New Pathway General Provisions and Specification

The following general provisions and specification applies to pathways which are to be provided and constructed under this Policy:-

- a) The nominal width of a constructed footpath in a residential area is 1.5 meters (with the potential to increase the width for pathways on arterial roads or in high pedestrian areas)
- b) Where possible a nominal width of 1.8 meters will be considered as per Council's Universal Design Policy
- c) The minimum width of a constructed shared trail is 2.5 metres
- d) New pathways will be constructed using reinforced concrete where applicable
- e) An assessment of existing street trees must be undertaken prior to a pathway being constructed to determine the suitability of the location and the species or individual trees growing in the nature strip. (At times, trees may be required to be removed, relocated or new trees planted where applicable. Residents where possible will be notified well in advance in all instances of a tree needing removal)

Community Consultation Process

In accordance with Hobsons Bay City Council's Community Engagement Framework, an engagement process establishing the needs, legislative requirements of Council and identifying the wishes of the community shall be undertaken to reach a mutually acceptable outcome for the entire community. Where detailed consultation on the proposed works is appropriate, residents will be presented with all the relevant information pertaining to the site and be given the opportunity to present feedback and provide input into the design process.

Initial Community Consultation

Community consultation should commence in the financial year prior to the proposed construction year to facilitate a meaningful conversation with the affected residents and community members prior to the commencement of construction.

In streets where residents have established landscaping from their property boundary to the kerb, Council will actively work with individual residents to achieve a mutually acceptable outcome.

In all instances where an area is directly impacted visually and functionally by new pathways and/or new pathways construction works, Council will inform the community in writing in advance. The level of engagement will be determined in a case by case basis. The engagement process will also involve establishing the needs of the residence through face to face and phone discussions, surveys (online or hard copy) or email exchanges.

Notification of Proposed Works

As a minimum a written notification of the proposed works including planned timeframes will be provided to the affected residents a minimum of six months prior to the commencement of works, and again two months prior when the impact on particular properties is significant (ie close proximity of pathway installation, removal of tree directly in front of the home, removal of privately owned items etc).

Council will work with the residents to remove any privately owned items on the verges of the road reserve outside their property boundaries. Residents will be given a minimum of two months written notice before the commencement of the project. Items to be removed as part of the project scope of works will be funded by Council.

If a resident refuses or fails to remove any privately-owned item/s on the verge of a road reserve, Council will exercise its powers to remove the item/s itself. No compensation will be paid for items removed off the road reserve. The items removed will be disposed of by the Council.

Once the contractor has scheduled, programmed the works and notified Council, residents shall be given a minimum of one month written notice of the actual commencement date of works by the project manager.

Ongoing communication through the construction process should continue to ensure that the community is aware of the ongoing impacts of the works.

A new pathway project list will be maintained and updated on Council's website containing information about new pathways on specific streets and the timing of the works. In written notifications, this webpage address will be included for community members to reference.

6 Related Documents

The provision of new footpaths policy will have linkages with the following policies/strategies/plans:

- Hobsons Bay 2030 Community Vision
- Council Plan 2017–21
- Asset Management Policy 2017
- Long Term Financial Plan
- Asset Capitalisation Policy 2017
- Hobson Bay 2030 Community Vision
- Ageing Well Strategy 2007-17
- Disability Access and Inclusion Strategy 2013–17
- Universal Design Policy Statement
- Environmental Sustainable Design Policy (under development)
- Corporate Greenhouse Strategy 2013-20
- Target 2265
- Climate Change Adaptation Plan 2013-18
- Living Hobsons Bay: Integrated Water Management Plan 2014-19
- Children and Young People’s Plan 2014-18
- Multicultural Policy 2016-20
- Open Space Strategy 2017 (under development)
- Nature Strip Landscaping Guidelines 2012
- Heritage and Laneways Policy 2008
- Integrated Transport Plan 2017-30

7 Related Legislation

Section 206 of the LGA deals with the powers of Council in relation to roads in its municipal district (including pathways). The powers relevantly include the power set out in clause 1 of schedule 10, namely, the power to *make and fix and alter the level of roads*.

Sections 40 and 41 of the Road Management Act 2004 provide that Council (as the relevant road authority) may determine the standard to which pathways will be constructed, maintained and repaired, and Council is not otherwise under a duty to establish or upgrade a particular pathway or to maintain a particular pathway to a standard which is higher than the current standards.

The Disability Discrimination Act 1992 (DDA) states that a person with a disability has a right to have access to places used by the public. The Act makes it a requirement for public places to be accessible to people with a disability.

Implementation of this policy will be in accordance with the principles set out in the asset management policy for new asset investments.

Other related legislation that applies to this policy includes the following:-

- a) Local Government Act 1989
- b) Road Management Act 2004
- c) Disability Discrimination Act 1992 (DDA)

- d) ISO 55000 – Asset Management Series
- e) Public Health and Wellbeing Act 2008
- f) Planning and Environment Act 1987
- g) International Infrastructure Management Manual (IIMM)
- h) Municipal Association of Victoria (MAV) – STEP Asset Management Improvement Program Guidelines
- i) National Asset and Financial Management Frameworks for Local Government
- j) Asset Management Policy 2017

8 Further Information

For further information concerning this Policy please contact Paris Zenonos, Manager Asset Planning on (03) 9932 1170 and/or pzenonos@hobsonsabay.vic.gov.au

9 Document Control

Policy Name	Provision of New Pathways Policy
Object ID	POL
Responsible Directorate	Infrastructure and City Services
Responsible Officer	Paris Zenonos – Manager Asset Planning
Date Adopted By Council	10 October 2017
Review Date	2021

Version History

Version Number	Date	Authorised by
1.0	September 2017	Sanjay Manivasagasivam – Director Infrastructure and City Services